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OLD TOM... \$8.50 Per Dozen.
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Hongkong Daily Press.

ESTABLISHED 1857

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PURE SCOTCH WHISKY.
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FOR THE BATH, TOILET AND HOUSEHOLD.
An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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THE HONGKONG DISPENSARY.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend of Selected Distillations of the First Scotch Whiskies.
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a1412]

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Hongkong, 12th July, 1905. [133]

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SURGEON DENTIST.
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

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THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2053]

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELLANCE BROWN
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ARNOLD, KARBURG & CO.
Sole Agents.

RUINANT PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE CROWEES AND SHIPPERS
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. 122

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MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.
EMBROIDERIES, LACES, SILKS, PONGERS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EGGY FURNITURE AND PARCELS GOODS.
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Any Order Promptly Attended To.
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Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. 548

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CHAMPAGNE BITTERS.

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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,

AND ASSORTED WATER MANUFACTURERS.

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3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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NEW GOODS FOR ALL DEPARTMENTS NOW ARRIVING.

GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, & HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE, CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR, GROCERIES, WINES AND SPIRITS, SHIP-CHANDLERY DEPARTMENT.
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Hongkong, 28th September, 1905. [a36]

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THE LEADING MINERAL WATER OF THE EAST.

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Hongkong, 16th August, 1905. [1905]

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GRAACHER (SUPERIOR) ... 1 doz. bottles ... \$18.00
SPARKLING MOSELLE (CROWN LABEL) ... 24.00
BERNSTADT DOCTOR (VERY CHOICE) ... 38.00

TELEPHONE No. 75.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,
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Hongkong, 27th September, 1905. [a37]

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LONDON BRANCH:—34, LIME STREET, E.C.

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ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a1299]

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Sandow's "Grip" Dumb Bells.
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26, DES VŒUX ROAD CENTRAL, HONGKONG.

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SALVAGE

ENGINEERS.

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TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

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Agents for Messrs. STEBB, GORMAN & CO. Submarine Fire Inverters, Makers of all classes of Diving Gear, London.

Hongkong, 3rd October, 1905. 2235

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITT and KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE.

and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902. 100

NOW READY.

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RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages

FOR 31 YEARS

FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.

A. F. DAVIES,

Acting Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Launch Service for Guests. For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a4]

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SHAMSHEN-CANTON.

On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

[a2035]

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(HOTEL-SANITARIUM OF SOUTH CHINA),

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HAS been re-opened, and, under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA."

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2411 THE MANAGER.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Below.

Call Flag W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor,

Hongkong, 8th August, 1905. 1438

VISITORS TO CANTON.

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"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (R.S. "HANKOW

With Illustrations, Maps and Plans.

Price \$1.50

On Sale at—

Hongkong:—"DAILY PRESS" OFFICE.

Messrs. KELLY & WALSH.

Messrs. W. BREWER & CO.

Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1905.

POLICE COURT.

Thursday, 5th October.

Before Mr. F. A. HAZELAND (First Police Magistrate).

DISTRICT.

A seaman named John Downie was brought up on a charge of failing to return to the House of Detention. On entering the Court he began to weep and between his sobs he told the Magistrate that he had no friends here and no one to whom he could go for work. It was stated by the police that he had been found begging, and he was sent to prison for one month.

UNLICENSED SAMPANS.

The owners of eleven sampans were fined \$2 each for not having the necessary licenses.

RE-HEARING.

The application of Mr. Stephens, solicitor for a re-hearing of the charge against four chair coolies for persistently soliciting patronage after being warned to desist, having been granted, the case was re-heard, but his Worship upheld his former decision.

Before Mr. C. N. ORME (Second Police Magistrate).

GRATITUDE.

An Indian constable, who saw a fellow countryman drunk and staggering on the Praya and in danger of falling into the sea, went to caution him. His friend's officers were not appreciated and the drunken man turned on him and assaulted him. For this offence he was fined \$3 or seven days' imprisonment.

BANDITISM.

A native who had returned from banishment was sentenced to one year's imprisonment and six hours' stocks.

Another, charged with being a rogue and a vagabond, was committed for three weeks' hard labour and ordered to be banished.

A SAILOR'S DISAPPEARANCE.

BODY FOUND IN THE HARBOUR.

The body of the sailor, who was reported by a comrade to have thrown himself into the harbor early on Wednesday morning while they were waiting for a sampan to take them off to their ship, was found on Wednesday night off Pottinger Street steps. His name was Victor Broten, and he was a seaman on the *Nithdale*.

An inquiry into the circumstances of his death was conducted yesterday afternoon by Mr. F. A. Hazeland at the Magistrate's.

P. C. Langan said that on the 4th inst. at 4.40 p.m. he found floating in the harbour the body of a man opposite Bank Wharf. He took it to the mortuary, where it was identified by J. Montagu and J. Paterson as that of Victor Broten.

Inspector Langley said that about 2 a.m. on the 3rd inst. a report was made to the Central Police Station by one Charles Evington of the *Nithdale* to the effect that at 1.30 a.m. on the 3rd inst. while he and his shipmate named Broten were sitting on the Praya Wall near Pottinger Street Wharf waiting for a sampan to take them on board their ship Broten suddenly jumped into the harbour, and he did not see the body come to the surface. Witness also produced a letter from the captain of the vessel to the Harbour Master reporting that Broten had deserted his ship. The letter was dated 3rd inst.

Join P. Peterson, seaman on board the *Nithdale*, gave evidence of identification. The doctor, Victor Broten, was an able seaman on the same ship.

The inquiry was adjourned for the attendance of the doctor.

COUNTY CRICKET.

On September 6th, county cricket ended for the season. The promotion of Northamptonshire increased the number of competitors for the championship to sixteen. In all, 96 matches were played, the game between Surrey and Lancashire at the Oval having, for the first time, been abandoned without a ball being bowled. Of this number, 17 were played out of 35 left drawn, and one between Surrey and Kent, last week at the Oval—ended in a tie.

In going up from second to first place Yorkshire, despite the sacrifices involved in the Test matches, can show a far finer record than they had last season, only losing one more match and doubling their number of victories. Lancashire, unbeaten in 1904 have lost three matches, and their wins have gone down from 18 to 13, and, as before, have been beaten four times. For the first time, there has been a four-way tie for the county cricket of the season has been the fourth place with 14 wins and 6 defeats in 27 matches. Among the leading teams the one marked falling off is shown by Middlesex. Champions in 1903 and fourth last year, they have sunk to a very modest position.

CONFESSION OF MURDER.

John Booth, a Canadian, killed himself by taking poison in the Calcutta lock-up on the 7th inst. after being run in by the police. He left five letters behind him. In one of the letters he blamed the Calcutta police for not searching him properly. He said he had paid over \$14,000 in tipping the Upper Provinces police to leave him alone, and on the 27th July, 1901, he shot Captain Ingelton, of the 2nd Minnesota Regiment (at Manila) because the latter threatened to prosecute him for forging his name to a cheque. The deceased was never suspected of this crime. Booth thus describes the crime in a written confession: "To save myself I went to San Miguel saloon and saw myself (Captain Ingelton) sitting at table. I drew upon him and shot him and, in the confusion, made my escape two days after. I was given 48 hours to leave P. I. (Philippine Islands). On account of my connection with the Telephone Committee in Singapore they had not the slightest suspicion that I was the author of the deed. I left Manila for China, not being quite sure whether the Americans would suspect."

HAMBURG.

(FROM OUR CORRESPONDENT.)

Hamburg, 5th September.

AN EVENTFUL WEEK.

The past week has been a most eventful one: foremost in importance stands the conclusion of peace, or at least of the preliminaries between Russia and Japan at the conference at Portsmouth. The news came upon everyone as a surprise, for during the preceding few days the prospects looked anything but promising and a resumption of hostilities in real earnest was generally expected. Thanks, however, to the good offices of President Roosevelt and the magnanimity and sound sense of the Mikado's government the difficulties were overcome and the whole world, with the exception of the Japanese people, who feel disappointed at the sacrifices of so large a part of the fruits of their victories, rejoices that the war has come to an end. Whether Russia can claim a diplomatic victory is to my mind perfectly immaterial, but one cannot help admiring the government at Tokyo for the moderation it has displayed in its hour of triumph. President Roosevelt's untiring efforts in the interest of peace are acknowledged by all as deserving of the highest praise, and I am glad to see that the Kaiser, too, has been exerting himself in the same direction, contrary to the rumours spread after his interview with the Tsar at Borko. The reply of the President to his congratulatory message leaves no doubt on the subject.

What the effect of peace will be on trade must be left an open question; no doubt the wastage caused by the war has been enormous and in both Russia and Japan the armies will have to be re-equipped and the stores of war material replenished; railways and roads will require repairing and perhaps relaying, &c., &c., but then we know that vast supplies of all kinds have been accumulated by both belligerents, part of which may be used for the purpose, whilst the remainder, if thrown on the market, will cause a glut of commodities for the time being. Moreover the war has been a great strain on the finances of both countries and the two governments may now prefer to proceed slowly. As to the people, themselves, their purchasing power must have diminished, and only the future can show their recuperative strength. The disturbed state of the Russian empire is an adverse factor that should not be treated lightly.

The expedition of the British fleet to the Baltic, and the kindly reception it met with at all the ports visited on the way has also been an event of some importance, inasmuch as it may be hoped to tend to produce a better understanding between the English and German nations and to allay those feelings of mutual irritation that have prevailed for some time and were becoming sore. The courtesy shown by the Kaiser, in ordering his fleet to interrupt its manoeuvres in those waters and to meet the British one at Swinemunde, has met with due acknowledgement from the press and public in England and proves once more that the Emperor is essentially a man of peace, desirous of maintaining friendly relations with us and all other powers and ever willing to conciliate where friction has occurred.

THE VULCAN WORKS.

But a truce to politics! Swinemunde the seaport of Sletting, reminds me of the new departure of the Vulkan Works there. The proposal to transfer part of the establishment to the Elbe, mentioned in my last, has been submitted to a general meeting of the company on the 30th ult. and adopted after an animated debate, by a majority of over five to two. The lease by which the Hamburg branch holds an area of about twenty acres to the company for a term of fifty years against an annual payment of 50 pfennig per square meter for the first twenty five years, and of 70 pfennig about \$3d. for the second twenty five, has already been drawn up and now awaits the signatures of the parties concerned.

As a complement to the figures illustrating the growing importance of the Germanes trading in German ports which I gave you a fortnight ago, I will now quote a few relating to German shipping in British ports which one of our local papers has copied from the "Annual Statement of Navigation and Shipping of the United Kingdom." It appears that the total of in-and-out going freight tonnage in all ports of Great Britain in 1903 amounted to 61.7 millions tons reg. nett, of which 15.3 or about 25 per cent sailed under foreign flags. In the following year the figures were respectively 68.4 millions and 28.7, the latter representing 32½ per cent of the total; thus whilst British tonnage shows an increase of less than 50 per cent, foreign tonnage has nearly doubled itself, Germany participating largely in this increase; in 1903 she stood third in order with 985,000 tons against 2,150,000 tons from Norway and 1,004,000 tons from Holland; in 1904 she had overtaken the latter, figuring for 1,655,000 tons against 1,564,000 tons from Norway still retaining the lead with 2,539,000 tons. This enormous stride made by this country is mainly due to the growing traffic under the German flag from Russia and America to Great Britain, the aggregate tonnage having risen in the former case from 80,000 tons to 210,000 tons within the twelve months and in the latter from 62,000 tons to 109,000 tons. This applies to goods only. If passengers were to be included, the increase would be still more marked. The carrying trade from Germany to the British colonies, Argentina and Belgium has also progressed satisfactorily, although in a lesser degree, whilst a falling off has to be reported in that to Sweden and Chili. The

returns of outgoing goods in German bottoms from British ports are still more favourable; in 1903 Germany led with 1,750,000 tons, which in 1904 had risen to 2,992,000 tons against 2,701,000 tons under the Norwegian and 1,355,000 tons under the Danish flag. A considerable increase is also reported in the quantity of goods forwarded in German ships from British ports to the Fatherland; the figures are 1,143,000 tons for 1903 and 1,708,000 tons for 1904. Owing to the number of new lines opened by the Hamburg American Company shipments to other countries, such as Italy, Spain, Portugal, Belgium, Russia, the United States, &c., have increased in a still more striking manner having in several instances been trebled and quadrupled in the course of a year.

TEA.

The consumption of tea seems to be increasing on the Continent; the following figures give the quantities imported here in the years 1903 and 1904: (they were in the former 3,472 tons of the value of £275,000, against 5,571 tons worth £450,000 in the latter, China supplying almost one half valued at £140,000 in 1903 against £215,000 in the following year, British India £60,000 worth against £115,000, whilst £45,000 worth against £70,000 was received from Great Britain. According to the customs returns there has been a decline in the average price of the article from about 8½ p. lb. to about 8 p.

CHOLERA.

The cholera which has been raging in some parts of Russia for a considerable time has at last crossed the German frontier, several cases, in all about a hundred, having occurred in different places of the eastern provinces of Prussia and one or two even in Hamburg. There is no danger, however, of it becoming epidemic anywhere, as government is adopting most stringent measures to check its progress. This town need fear no repetition of the sad events of 1892, as the sanitary arrangements leave nothing to be desired and the water is of the purest, being carefully analyzed every morning at the pumping and filter stations.

THE CHINA SQUADRON.

The changes in the composition of the China Squadron are now almost complete. The following ships, now composed of: *Diadem*, first-class cruiser (Flag Captain H. W. Avery), *Agincourt*, second-class cruiser, Captain H. U. Noel, K.C.B., K.C.M.G., commanding the squadron; *Hogue*, first-class armoured cruiser, Captain E. G. Shortland; *Suffey*, first-class armoured cruiser, Captain W. L. Grant; *Andromeda*, first-class cruiser, Captain R. N. Ommann; *Asiatic*, second-class cruiser, Captain L. G. Telford; *Bonaventure*, second-class cruiser, Captain H. T. Tolson; and the second-class *Cinderella*, Captain W. B. Parker, and *Strive*, Captain C. H. H. Moore, who are under order for home, on relief by the *Elbe*, now on the station. To this may be added the dispatch vessel *Albatross*, Commander R. M. Harbord; the sloops *Gambus*, Commander H. du C. Lueder, and *Chloe*, Commander H. D. Wilkin, D.O.; the *Hecla*, torpedo boat destroyer, not ship, Captain F. E. Charlton, and her flotilla of torpedo "destroyers," and the mine shallow draught gunboats which patrol the river of the station.

A HOUSE OF COMMONS DEFICIENCY.

The House of Commons is lamentably deficient in naval and military experts, who can speak on service questions from personal experience and give useful advice to the Government. The *N. and M. Record*, Lord Charles Berkeford for a time represented the current views of the Navy, but he was the exception which proved the rule. Of course, there is the Service Committee, which does admirable work. It consists of members from both sides of the House, who have theoretical or practical knowledge of army and navy questions, but its members usually deal with second-hand evidence and approach the subjects from a civilian standpoint. Sir Charles Dilke, by virtue of much study, and consultation with officers and men, is extremely well informed and puts his views with moderation. Sir John Lubbock went through a course at the Royal Naval College, and became a captain in the Royal Marine Artillery, but his knowledge was some time ago, and in the ever changing conditions of modern service what is said is the latest information. Several young officers served in the Boer war, but that was not like working with the troops under ordinary routine, and their information may possibly be superficial. In fact, the service group are the first to admit that Parliament cannot be reinforced by experts from the services. From this point of view it is unfortunate that Sir William Butler, General Buxton, and other veterans are not prospering in their political careers.

BATTLESHIP ADRIFT.

ROYAL YACHT IN COLLISION.

The *Daily Telegraph* of September 4 said: Our Portsmouth correspondent telegraphs: The first-class battleship *Dominion*, one of the *King Edward VII.* class, which is about to join the Atlantic Fleet, broke adrift from her moorings in Portsmouth Harbour soon after six o'clock yesterday morning, and did considerable damage before being recaptured.

The huge vessel, of 15,000 tons displacement, was anchored in the stream, and owing to the strength of the tide her chain cable suddenly parted. She then began to drift up harbour, and bumped against the greatest *ant*, whose deck was swept by the battleship's boom, and everything on it smashed. Leaving the gunboat, the battleship drifted on to a private yacht that was close by, and so completely wrecked the little craft that some ladies and gentlemen on board had to be taken off by the *Dominion*'s boats. The great warship had no steam up, but her anchor was at once let go. Before it could hold, however, the *Dominion* had drifted on to the Royal yacht *Alberta*, which was lying at her moorings. The little wooden vessel, of which the *Queen* was so fond, was badly damaged, and her paddle-box was reduced to splinters. Drifting clear of the yacht, the *Dominion* ran on to a mudbank, and remained fast for four hours, until she was hauled off and conveyed to a place of safety.

Fortunately she did not sustain any serious damage, but as there were several warships anchored in the harbour it is remarkable that a big disaster did not result. The last time an ironclad was adrift in Portsmouth Harbour was when the *Neptune* rammed Nelson's old flagship *Victory*, and almost sank it.

CHINESE ON THE RAND.

STATEMENT BY THE ATTORNEY-GENERAL.

Protector, 4th September.

In the Legislative Council to-day, the Attorney-General, replying to a question on the subject of Chinese desertions, made a long statement.

He said that the total importations of Chinese numbered 46,895, and convictions 2,543, of which 1,994 were for breaches of the labour regulations. There were at present in goal 821 Chinese, only 63 of whom were serving sentences exceeding six months. He recognized the danger of the desertions and the necessity of preventive measures, and described in detail the steps that had been taken in this respect. The Government would, he declared, assist the House in the passing of the further measures in connection with the amendment of the Chinese Labour Ordinance which had been laid on the table, but he warned members against committing a breach of the labourers' contracts or of treaties.

The Attorney-General, in conclusion, repudiated Government responsibility for the Chinese desertions, to which it was the duty of the mines, he said, to prevent. Doubtless the latter would do everything possible in the matter.—Times.

ALLEGED CASE OF CHINESE MINE.

Johnesburg, 4th Sept. There are some 40-50 Chinese miners on the Rand to-day (says a correspondent of the *Albion* Pioneer). And they are getting on the Rand's nerves. The mere mention of the Middle Kingdom makes you start. If you open your morning paper you read of another Chinese riot of coolies armed with battle-axes and bombs, and police with bayonets and ball cartridges. If you take up a London journal you discover a riot in the Chinese bazaar. Everywhere Chinese. Trans and Volante re-shell a lonely road during a flood day and dislodge Chinese; remote places on the High Veld are searched out—behind Chinese deserters; down at Delagoa Bay a few weeks ago the authorities told me there was an influx of undesirable—Chinese from the Rand mines. Pick up the recent monumental Blue Book on Native Affairs and find Chinese. Always Chinese. The thing is becoming worse and more dangerous. It is a bore.

The *Rand Daily Mail* lies before me. Ah here we are again. "Chinese riot." "Riot at the Wit Deep." "Coolies use dynamite," etc., etc. The Rand papers do not conceal Chinese troubles as some know-alls in England seem to think. There is no occasion to go over the record of these troubles. The cable has told the facts. More interesting is it to try to assign some reason for them, to trace them to some cause which may enable a remedy to be found. Adopting now Mr. Henry Norman's low estimate of the Chinese character, one can hardly imagine that of sheer depravity and inherent ferocity and bloodthirstiness the Chinese miners should, without the slightest provocation, make weapons of jumpers and bed-heads and invent improvised hand-grenades and battle-axes in order to destroy life and property. If it be sheer racial devilment, how is it that the Chinese in the Straits and Borneo do not behave in a similar way.

There must be something at the back of all this trouble, and recent disclosures on the Rand have led people to take a somewhat different view of the Chinese than they did a few months ago. There is a growing impression that the coolies have not had quite fair play. It appears that, from the start, the Cornish miners have been against the Chinese, and it is now said that the Chinese have been the first to be subjected to a day of violence. Naturally they led to trouble. You may thrust a Kaffir and he will respect you all the more, but you hit a Chinaman—and especially if he thinks the blow was not justified. He will brood over it and probably get all his friends to sympathize with him.

And if, now, some pretty certain that the Chinese have been mismanaged. That they are trying men to work is admitted. If a white miner orders a Chinaman to be drilled in a certain way and the latter refuses, he will act upon it, and the result, explosion is probably not half so effective as it should have been. This is a serious matter for the white men, for these white miners work on contract, that is to say, they have to pay the mine for the labour they employ and for the explosive, etc., and are then paid by the quantity of work they can turn out.

But, admitting all this, it is believed that management has been better in many ways. Almost every case of rioting in the mines has been a plain excuse on the part of the Chinese. Some were assigned to the "squaring" of the Chinese police, some to "squaring" with the Chinse cooks, others to the task that complaints were not investigated. The most serious of all, the Wit Deep disturbance, is said to be due to the fact that a miner who wished to lay a grievance before the Chinese Council General was locked up and not allowed to do so. These things arise from ignorance of the peculiarities of the Chinese character.

When the Chinese first arrived some of the compounds were placed in the charge of men who did not understand the Chinese language. To anyone with an elementary knowledge of Asiatic the danger of such a proceeding is evident.

It is apparent, too, that not enough attention is paid to the state of mind of the Asiatic. A good deal of trouble has been caused by the Chinese in June, when the white men were attacked and a Chinaman killed. On the 8th June the Chinese had not received their May pay, and the battleship was all the more felt because the *Dragon Boat Festival* was on the 7th and naturally the coolies wanted their money for a little gaiety. To make matters worse a number of them were sent down the mine to work on the holiday, and then, when they reached the stopes, were told that the white mine would not work that day, and so they had to go up again.

This was a bad start for the day. As we again followed the evidence is contradictory. The white miners attended a wedding at which a number of them became very drunk and threatened a man named Stewart, the late compound manager, whom they accused of favouring the Chinese. Some said Stewart urged the Chinese to attack the whites, but when Stewart was charged with murder, no evidence could be brought against him. But one witness stated that before the row he heard some white miners beating a Chinaman, and this view is borne out by the action of the coolies. They marched straight to the single man's quarters and asked them, and in the fight the white miner, Bradley, was killed. That the Chinese acted forth with a definite object is shown by the fact that they marked out the married men's quarters and stuck to the compound again, and could easily have looted them had they desired.

The evidence given in this case has thrown more light on the Chinese riots than any other event in the history of the coolies on the Rand. There was evidence that the Cornish miners did not like the Chinese and had been opposed to them all along. Stewart in his evidence asserted that the white men were in the habit of assaulting the Chinese and that when he had complained no notice had been taken of

THE "NO. 2 FOLDING BROWNIE." A PERFECT POCKET CAMERA.

FOR

\$12.00.

LONG, HING & Co.,

No. 17, QUEEN'S ROAD.

39

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

AN UP-TO-DATE ESTABLISHMENT

FOR

MILLINERY GOODS AND COSTUMES.

BEST VALUE IN THE COLONY.

THE LARGEST STOCK OF HATS AND SHOES KEPT.

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

[1886]

of the matter. The manager is, it is stated, also a Cornishman. Stewart said that he had seen a white miner strike a coolie across the head with a spade, injuring him so severely that he had to be taken to the hospital. These are the matters upon which more light is being thrown, and it is probable that the mine-owners will give special instructions on these points. But much as the Rand and South Africa generally deplore these 1 hour troubles, it must not be supposed that there is a widespread desire to get rid of the Chinese. It is a y for the Rand, who has never had a much greater practical difficulty to overcome than that of repairing the parish pump, to sit down and evolve a series of schemes for working the mine here without the Chinese; but people here do not care to run the risk. There is enough depression and distress here now—enough amongst those "out of work" are increasing—without adding to it the loss of the class of people who have, under the plea of philanthropy, done more harm to South Africa than all the capitalists will ever do. Besides, depression here means that the whole of the sub-continent becomes depressed. South Africa lives to a greater extent than those at home on the gold industry of the Witwatersrand, and to give up the Chinese experiment before there is a sufficient supply of black labour would spell ruin.

That the Chinese mines are not failures the record output proves. But they want to be treated with the care born of experience. And, when the Chinaman is condemned, it is as well to ask whether there might not have been prosecution in the actions of the white miners, on whose behalf certain people in England are so eager to agitate. Fair play is a jewel, even if there is only a Chinaman concerned. And the real revolution here is rather caused the unjustness of man on the Rand to change his mind about the Chinese. Instead of condemning them on the first report of a riot he begins to ask what was the cause of the trouble.

The Chamber of Mines at Johannesburg has made to the Government certain proposals which have been adopted to prevent the Chinese on the Rand from purchasing and carrying out weapons. The passport system will in future be rigidly enforced, and a warning posted in the compounds containing restrictions upon Chinese leaving the locality of the mines, except when carrying special passes.

The measures which have been taken by the Government and the mine to prevent Chinese desertions are producing effective results. Constabulary "drives" have accounted for 34 deserters and the number now accounted for is 261. Constant patrolling is decisively checking the wanderers. The Chinese have been taught the lesson not to leave the mines without authority.

In the Legislative Council at Pretoria the Attorney-General, replying to a question on the subject of Chinese desertions, made a long statement. He said that the total importations of Chinese numbered 46,895, and convictions 2,543, of which 1,994 were for breaches of the labour regulations. There were at present in goal 821 Chinese, only 63 of whom were serving sentences exceeding six months. He recognized the danger of the desertions and the necessity of preventive measures, and described in detail the steps that had been taken in this respect.

COUNSELS' FEES.

A KNotty POINT.

At Singapore on September 27, a somewhat novel point arose in the course of a case before Mr. Justice Leslie Thomson in the Supreme Court. Messrs. Ellis and Cleaver appeared on behalf of Mr. Nelson on the one side, and Mr. Nelson on the other. After judgment had been given Mr. Ellis asked for costs for two counsel—himself and Mr. Cleaver.

Mr. Nelson objected on the ground that Messrs. Ellis and Cleaver were both from the same office. Mr. Cleaver, he said, was really there as a solicitor instructing Mr. Ellis. The matter was dealt with in the Rules.

Mr. Ellis remarked that he was prepared to give something to a charity if his learned friend could point to any Rule which forbade the granting of two counsels' fees when they were from the same firm. There had been a case only a few days ago where two fees had been granted under similar circumstances.

His Lordship said that in that case the two counsels, although from the same firm, were representing separate interests. Mr. Nelson's fees had been allowed in a case before the Appeal Court. It certainly had been the general belief among the members of the Bar in the past that the Rules did not allow fees for two counsel appearing in the same case from the same firm, but there was really nothing in the Rules to prevent it.

Mr. Nelson referred the Judge to Rules 18 and 11.

His Lordship reserved the point in order to make enquiry as to precedents.

LATEST STEAMER MOVEMENT.

The I.G.M. steamer *Princess Alice*, carrying the German mails with dates from Berlin of the 12th Sept., left Singapore on Thursday at 10 a.m., and may be expected here on Monday, the 9th inst. at noon.

THE ROBINSON PIANO CO.

PRACTICAL

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EXPERTS.

MANUFACTURERS, TUNERS

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REPAIRERS.

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RENOVATED, REBUILT.

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FROM \$300.

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FROM \$375.

SECOND HAND PIANOS RETURNED

FROM HIRE AT LOW PRICES.

INSPECTION INVITED.

Hongkong, 23rd September, 1905. [2055]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm. With CHAMBER 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS. RIEMSEN & CO. Hongkong, 3rd October, 1905. 52

GOLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd. have now 40,000 cubic feet of Gold Storage available at EAST POINT. Storage will be open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 18th November, 1901. 55

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 a.m. to 5 p.m. No. 2, PEDDER STREET (next to the General Post Office and opposite to the site entrance to the Hongkong Hotel). Hongkong, July 5th, 1905. 1379

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, and not to the Proprietor, who is not responsible for the contents of the paper. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegram Address: Press, Office, A.B.C., 5th St. 1st Floor, 23. Telephone No 12

NEW ADVERTISEMENTS

IN der hiesige Handelsregister ist heute die Offene Handelsgesellschaft OTTO BECKER & CO. eingetragen worden. Sitz der Gesellschaft ist Canton. Geschäftsführer sind die Kaufleute OTTO BECKER in Canton und WILHELM DOMMICH in New York. Die Gesellschaft hat ihre Geschäftsführung mit dem 1. Oktober 1905 begonnen. Canton, den 2. Oktober 1905. KAISERLICH DEUTSCHES KONSULAT 2281

TO LET.

SHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Pedder Street and Des Vaux Road. Splendid position. Also SHOP No. 23 Queen's Road Central, now in the occupation of Messrs. W. BREWER & Co. Apply to— SECRETARY, HONGKONG HOTEL, Hongkong, 5th October, 1905. [2282]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction TO-MORROW (SATURDAY), the 7th October, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS. Comprising:— RARE SATSUMA, FINE CLOISONNE, BRONZES, PICTURE FRAMES and ORNAMENTS, KILNWARE and EMBROIDERED SCREENS, &c. &c. &c. TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer, Hongkong, 5th October, 1905. [2283]

IMPERIAL GERMAN MAIL LINE. Norddeutscher Lloyd, Bremen.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PRINCESS ALICE," Captain Ch. P. Beck, due here with the outward German Mail about MONDAY at NOON, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For Further Particulars, apply to MELOHERS & CO., Agents, Hongkong, 5th October, 1905. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "COROMANDEL," FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From London, &c., ex ss. Mongolia. From Australia ex ss. Victoria. From Ceylon ex ss. Sumatra. From Persia Gulf ex ss. B. I. S. N. and D. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. TO-DAY.

Goods not cleared by the 11th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent, Hongkong, 5th October, 1905. [1]

NAVIGAZIONE GENERALE ITALIANA (Florida and Relatino United Companies.)

NOTICE TO CONSIGNEES.

FROM ROMBAV AND SINGAPORE. THE Steamship "CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damage of packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent.

CARLOWITZ & CO., Agents, Hongkong, 4th October, 1905. [4]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS. Exporters and Contractors.

Sole Agents of QUAN TAY & CO., Lima Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, Queen's Road East, Hongkong, 17th January, 1905. [1682]

INTIMATIONS.

NOTICE.

WE have this day REMOVED our Office to 1st Floor KING'S BUILDING, Connaught Road.

MEYER & CO. [2256]

REMOVED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPTROLLER. Good references and substantial securities required.

Apply in writing to Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central, Hongkong, 2nd September, 1905. [2950]

ROTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the EIGHTH MARK LODGE will be held at the EIGHTH MARK LODGE on TUESDAY, the 10th October, at 5 for 5.30 p.m. previously. Visiting Brothers are cordially invited to attend.

Hongkong, 5th October, 1905. [2277]

HON. KONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 p.m. By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 30th September, 1905. [2249]

HONGKONG BENEVOLENT SOCIETY.

GRAND PROMENADE CONCERT on the VOLUNTEER PARADE GROUND. (Near Tramway Station) TO-MORROW (SATURDAY), 7th October, 1905, at 9.15 p.m.

Tickets:—Adults, \$2 and \$1. Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the Committee of the Hongkong Benevolent Society, Hongkong, 1st October, 1905. [2235]

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANNESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The work yard should have its containing walls lime-washed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north and thereof through the Yauwatt service reservoir to the northern boundary of Kowloon.

G. A. WOODCOCK, Secretary, Dated this 2nd day of October, 1905. [2236]

NOTICES OF FIRMS.

SINGER SEWING MACHINE CO.

MR. A. E. PARKER has been appointed MANAGER of our Hongkong and Southern China Branches from 1st October, 1905. Hongkong, 4th October, 1905. [2271]

NOTICE.

WE have this day established ourselves as GENERAL IMPORTERS, EXPORTERS and COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central.

H. CRUZ & CO. Hongkong, 3rd October, 1905. [2254]

AUCTION.

PUBLIC AUCTION.

MR. GEORGE P. LAMBERT has received instructions to sell by Public Auction on MONDAY, the 6th October, 1905, at 3 p.m., at his SALES ROOMS, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, namely:—

All that piece or parcel of ground situated at Victoria aforesaid, registered in the Land Office as Section A of Island Lot 145. Area 1,937 square feet or thereabouts, term 999 years; Annual Crown Rent \$77.90; together with the messuage thereon known as No. 40, Caine Road, Victoria, situate.

For further particulars and conditions of sale apply to JOHN ON, STOKES & MASTER, Solicitors for the Mortgagees, or to GEO. P. LAMBERT, Auctioneer, Hongkong, 22nd September, 1905. [2184]

THE DIRECTORY AND CHRONICLE FOR 1905.

Complete Edition ... \$10.00 Small ... 6.00 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

FOREIGN DWELLING HOUSE, No. 16, QUEEN'S ROAD EAST, now known as Astor House. Spacious Rooms. Well suited for a Boarding House. It can be let in part or whole. Rent moderate.

For Particulars, apply to— Y. M. ODY & CO., 54 & 56, Queen's Road Central, Hongkong, 25th September, 1905. [2239]

PUBLIC COMPANIES.

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the Liquidators are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON, Liquidators, Hongkong, 22nd September, 1905. [2181]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at NOON, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary, Hongkong, 15th September, 1905. [2136]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive. JARDINE, MATHESON & CO., General Managers, Canton Insurance Office, Limited, Hongkong, 27th September, 1905. [2231]

INSURANCES.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904. [13]

SIEMSEN & CO.

AGENTS AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1907. [131]

NORTH BRITISH AND MORGAN TILM INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £17,161,289.

I. AUTHORIZED CAPITAL, £2,000,000. SUBSCRIBED CAPITAL, £2,750,000. PAID-UP FUNDS, £87,500 0 0. II. FUND, £3,001,283 12 0.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents, Hongkong, 20th June, 1905. [1567]

FOR SALE. VERY CHEAP.

"STONYHURST" and the THREE HOUSES on Magdalen Terrace, Magazine Gap. Area about 8,400 square feet. To One Lot or Single Portion of Purchase money to remain on Mortgage if required.

Apply to AHMET RUMJAIN, Hongkong, 13th September, 1905. [2112]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate terms.

Apply— Care of "Daily Press" Office, Hongkong, 25th September, 1905. [2197]

FIRST-CLASS BOARD AND RESIDENCE AT "BRASSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road, (side of "Tung Yuen"), Hongkong, 27th June, 1905. [1535]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September, 1905. [2165]

TO LET.

FOREIGN DWELLING HOUSE, No. 16, QUEEN'S ROAD EAST, now known as Astor House. Spacious Rooms. Well suited for a Boarding House. It can be let in part or whole. Rent moderate.

For Particulars, apply to— Y. M. ODY & CO., 54 & 56, Queen's Road Central, Hongkong, 25th September, 1905. [2239]

TO LET.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 6th September, 1905. [2039]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 30th June, 1905. [2261]

TO LET.

NEW "KINGSCLERE" with Stables entrance in both Kennedy and Macdonnell Roads. For full particulars, apply to— LINSTAD & DAVIS, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1905. [47]

TO LET.

AT SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Apply to— Mrs. G. ALLEN or to Mrs. H. WHITE, No. 4, Blue Buildings, Hongkong, 17th September, 1905. [2222]

TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Rooms House, with Tennis Court. Apply to— C. F. DE CARVALHO, Care of H. and S. Bank, Hongkong, 19th August, 1905. [1920]

TO LET.

DWELLING-HOUSES on Pedder's Hill. Immediate possession. TWO ROOMS in COLLEGE CHAMBERS. Immediate possession. SPACIOUS GODOWNS (formerly known as McGregor Barracks, fronting the Praya. SECOND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York. SE. AND FLOOR of VICTORIA BUILDING, formerly occupied by Meyer & Co. Apply to— DAVID SASSOON & CO., LTD. Hongkong, 2nd September, 1905. [2044]

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO Co. Possession from November 1st. For particulars, apply to— W. BREWER & CO., Queen's Road, Hongkong, 15th September, 1905. [1949]

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to— E. A. DE CARVALHO, 14, Arbutnot Road, Hongkong, 13th May, 1905. [119]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to— HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 28th June, 1905. [1639]

TO LET.

NO. 74, CAINE ROAD. No. 2 MACDONNELL ROAD. Apply to— COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [84]

TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. KRUSE & Co. Apply to— MACGOWEN, FRICKEL & CO. Hongkong, 15th August, 1905. [1889]

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road. Apply to— HO U. MING, 81, Queen's Road Central, Hongkong, 17th June, 1905. [853]

TO LET.

NO. 1, RIFON TERRACE. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 3rd August, 1905. [181]

TO LET.

NO. 3, MACDONNELL ROAD. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 20th July, 1905. [1707]

TO LET.

SHOP in HONGKONG HOTEL BUILDINGS. Suitable for Office or Store. Rent \$225. Apply to— CO TAM & CO. Hongkong, 4th October, 1905. [2273]

TO LET.

FURNISHED ROOMS with BOARD. Near Ferry, Kowloon; Tennis Court attached. Apply to— "R," Care of "Daily Press" Office, Hongkong, 4th October, 1905. [2272]

TO LET.

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG. Apply to— SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 12th July, 1905. [1234]

TO LET ON LEASE.

A LARGE DETACHED HOUSE, Very Substantially Built, Robinson Road, Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Fully Furnished (a new Barrough and Wait's Full-sized Billiard Table included) Gas and Electric Fittings. Rent \$100 a month besides Taxes. Owner leaving for Europe shortly. Apply to— "L. C.," Care of Daily Press Office, Hongkong, 28th August, 1905. [1993]

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 20th June, 1905. [1477]

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to— LUK CHEUK MAN, No. 81, Queen's Road, Central, Hongkong, 12th July, 1905. [1653]

TO LET.

SUITABLE for OFFICES, TWO ROOMS in Prince's Buildings. Apply to— LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION. GODOWN (Suitable for Dry Goods storage). Cheap Rental. Queen's Road Central. Apply to— Care of "Daily Press" Office, Hongkong, 30th September, 1905. [2243]

TO LET.

WITH IMMEDIATE POSSESSION. "FOREST LODGE" Caine Road. Apply to— H. N. MODY, Hongkong, 2nd May 1905. [1114]

TO LET.

NOS. 3 & 4, OBSERVATORY VILLAS, KOWLOON. Five Rooms House. Tennis Court. Apply to— ARRATON V. APCAR & CO., 45, Wyndham Street, Hongkong, 13th June, 1905. [1434]

TO LET—FURNISHED.

"LEONEILL" Near Peak Tram Station. Immediate Possession. Apply to— S. J. DAVID & CO. Hongkong, 8th September, 1905. [2081]

TO LET.

AIRY and COMMODIOUS ROOMS, including Bathroom, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Office or shop. For further particulars, apply to— DORA JEE & CO., King Edward Hotel, Hongkong, 13th September, 1905. [2113]

TO LET.

NO. 15, PRAYA GRANDE, MACAO. Beautifully Situated. Six Fine Large Rooms, also Bath Rooms and Fine Verandah. Spacious Gardens attached. Apply to— A. A. DA ROZA, 20 Connaught Road, Hongkong, 16th September, 1905. [2141]

TO LET.

OFFICES TO LET.

IN ALEXANDRA BUILDINGS. Apply— SECRETARY'S OFFICE, A. S. WATSON & CO., Limited, Hongkong, 16th September, 1905. [2139]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAU & Co.) For Offices. Apply— KELLY & WALSH, LD. Hongkong, 4th September, 1905. [2051]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to— CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central, Hongkong, 18th July, 1905. [192]

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary, Hongkong, 1st June, 1905. [1350]

TO LET.

"THE EYRE," Peak. 1, DES VEAUX VILLAS, Peak. Nos. 5, 6 & 21, DELILLO TERRACE. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited

[illegible]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | DATE |
|-----------------------|-------------|-------------------|
| GLASGOW AND LIVERPOOL | "CALCHAS" | On 17th October. |
| GLASGOW AND LIVERPOOL | "DEUCALION" | On 24th October. |
| GLASGOW AND LIVERPOOL | "MENELAUS" | On 31st October. |
| GLASGOW AND LIVERPOOL | "PINGRUBBY" | On 7th November. |
| GLASGOW AND LIVERPOOL | "HECTOR" | On 14th November. |
| GLASGOW AND LIVERPOOL | "GLAUCUS" | On 21st November. |

OUTWARDS.

| FROM | STEAMERS | DATE |
|------------------------------------|-------------|-------------------|
| LONDON, AMSTERDAM and ANTWERP | "ALCINOUS" | On 7th October. |
| GENOA, MARSEILLES and LIVERPOOL | "AGAMEMNON" | On 15th October. |
| LONDON, AMSTERDAM and ANTWERP | "DIOMEDE" | On 24th October. |
| LONDON, AMSTERDAM and ANTWERP | "MACHAON" | On 7th November. |
| GENOA, MARSEILLES and LIVERPOOL | "CHINGWO" | On 15th November. |
| LONDON, AMSTERDAM and ANTWERP | "KINTUCK" | On 21st November. |

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| FROM | STEAMERS | DATE |
|--|------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, YOKO- | "PINGSUEY" | On 21st October. |
| NAGASAKI, KOBE AND YOKO- | "OANFA" | On 30th November. |

WESTWARD.

| FROM | STEAMERS | DATE |
|--|-----------|------------------|
| TACOMA, SEATTLE, VICTORIA and PACIFIC COAST | "KREMUN" | On 24th October. |
| | "MACHAON" | On 3rd November. |

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 5th October, 1905.

CHINA NAVIGATION CO. LIMITED.

| FROM | STEAMERS | DATE |
|---|-------------|------------------|
| NINGPO AND SHANGHAI | "SHAOHSING" | On 6th October. |
| YOKOHAMA AND KOBE | "TAIYUAN" | On 8th October. |
| SWATOW, CHEFOO, NEWCHANG, and TIENSIN | "KANSU" | On 10th October. |
| MANILA | "TAMING" | On 14th October. |
| SHANGHAI | "LINAN" | On 18th October. |
| CEBU AND HOLO | "SUNGKIANG" | On 11th October. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | On 16th October. |

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Tables. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 5th October, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|---|----------------|---------------------------------|
| TAMSAI VIA SWATOW AND AMOI | "DAIJIN MARU" | SUNDAY, 8th Oct., at 10 A.M. |
| SHANGHAI VIA SWATOW, AMOI AND FOCHOW | "FRITHJOF" | FRIDAY, 8th Oct., at 10 A.M. |

This Steamer has superior accommodation for First-class Passengers, and is fitted
throughout with electric light.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 4th October, 1905.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON FERRYBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|-----------------|-------------------------|
| SHAWMUT | 9,806 | E. V. Roberts | Saturday, October 19th |
| HYADES | 3,723 | Geo. Wright | Saturday, November 11th |
| TREMONT | 3,906 | T. W. Gortick | Friday, November 24th |
| LYRA | 4,417 | G. V. Williams | Saturday, December 9th |
| PLEIADES | 3,753 | F. G. Partridge | Friday, December 29th |

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 20th September, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------------|--------------------|---------------------------|
| TJIMAH | JAPAN | First half of October | JAVA PORTS | First half of October |
| TJILATJAP | JAVA | First half of October | JAPAN via SHANGHAI | Second half of October |
| TJIPANAS | JAPAN | Second half of October | JAVA PORTS | First half of November |

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor,
Hongkong, 26th September, 1905. [16]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | DATE |
|--------------------------------------|-------------|------------------------------|
| TIENSIN VIA SWATOW and CHEFOO | "WOSANG" | Friday, 6th Oct., Noon. |
| MANILA | "LOONGSANG" | Friday, 6th Oct., 4 P.M. |
| SINGAPORE, PENANG and CALCUTTA | "KUTSANG" | Tuesday, 10th Oct., 3 P.M. |
| SHANGHAI | "CHOYSANG" | Wednesday, 11th Oct., 3 P.M. |
| SINGAPORE, SOERABAYA and SAMARANG | "HINSANG" | Wednesday, 11th Oct., 3 P.M. |

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze
Ports.
Taking Cargo on Through Bills of Lading to Labai Datu, Simpona, Tawao, Kudat
Uska, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 5th October, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | DATE |
|-----------------------|-------------------------|
| RAYERN | WEDNESDAY 11th October |
| ZIETEN | WEDNESDAY 25th October |
| PRINCESS ALICE | WEDNESDAY 8th November |
| SACHSEN | WEDNESDAY 22nd November |
| PRINZ REGENT LUITPOLD | WEDNESDAY 6th December |
| PRINZ HEINRICH | WEDNESDAY 20th December |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 3rd January |
| GRINSENAU | WEDNESDAY 17th January |
| MOON | WEDNESDAY 31st January |
| PREUSSEN | WEDNESDAY 14th February |
| ZIETEN | WEDNESDAY 28th February |

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at NOON, the Steamship
"BAYERN," Captain Formes, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 9th October. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 10th October; and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 10th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50.
Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 28th September, 1905.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to
TAWAU, LAHAD DATU, LABUAN, JOLO,
ZAMBOANGA, MKN DO, SIMPONA,
USUKAN AND JE SELTON.

The Company's Steamship

"BORNEO,"

Captain F. Sembill, will be ready to load on
FRIDAY, the 6th October.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 4th October, 1905. [2278]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALAKKA
COAST)

PROPOSED SAILINGS FROM HONGKONG,
1905.

"SATSUMA" ... 10th Oct.

"IKH" ... 26th Oct.

"WALAY CASTLE" ... to follow.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 20th September, 1905. 2105-2153

SHIPPING IN PORT.

STEAMERS.

ARCADIA, British str., 5,454 G. Schmidt, 19th
Sept.—Meyl and Simonoski 18th Sept.

AMERICA, American str., 1,600, Altaguer, 1st
Oct.—Mauls 28th September, General.

BENI DIA, British str., 2,508, James Potter, 18th
Sept.—Shanghai 10th Sept., General.

BLACKHATH, British str., 1,719, W. T.
Sherborne, 15th Sept.—Sourabaya and
Probolinggo 3rd Sept., Sugar.—Doda.

BORNEO, German str., 1,344, F. Sembill, 25th
Sept.—Sandakan 20th Sept., Timber and
General.—Moloch & Co.

BOURBON, French str., 997, St. Co. 7th Sept.—
Sourabaya 3rd Sept., General.—Chy.

CAPRI, Italian str., 1,195, G. Bels to, 3rd Oct.—
Bontay and Singapore 27th Sept., General.—
Carloville & Co.

CHILDA, American str., 1,102, H. Nibper, 25th
Sept.—Sourabaya 13th Aug., Sugar.

CLAYBURN, British str., 2,154, D. Barton, 6th
Sept.—from Salina Cruz, Ballast.—China
Commercial S.S. Co.

DAIJIN MARU, Japanese str., 899, H. Ohta,
4th Oct.—Tamsai, Amoy and Swat 3rd
Oct., General.—Osaka Shosen Kaisha.

DUND, British str., 1,954, H. G. Cass, 25th
Sept.—Meyl and Simonoski 18th Sept., Coals.

EMPEROR OF CHINA, British str., 3,043, R.
Archbold R. N. 26th Sept.—Vanouner
4th Sept. and Singapore 23rd, Malls and
General.—C. P. R. Co.

FOO HING, British str., 1,423, T. Arthur, 2nd
Sept.—Singapore 12th September, Sugar.

FRITHJOF, Malacca str., 804, H. A. Harbison,
4th Oct.—Fochow, Amoy and Swatow 3rd
Oct., General.—Osaka Shosen Kaisha.

HAILAN, French steamer, 377, Anderson, 2nd
Oct.—Hohow 30th Sept., General.

HELAN, German str., 1,379, Hans Rohde, 1st
Oct.—Chikling 26th Sept., Oil, Rice and
Wheat.—Jensen & Co.

HINSANG, British str., 1,536, W. S. Sawyer,
4th October.—Java 24th Sept., Sugar.

JACINA, Malacca str., 1,423, T. Arthur, 2nd
Sept.—Singapore 12th September, Sugar.

ITAKA, German str., 1,466, H. Eekhorn, 4th
Oct.—Swatow 3rd October.—Hamburg
A. E. I. Line.

KAMPUR, French str., 412, J. B. Ball, 3rd Oct.—
Sourabaya 9th Sept., General.—China.

KAN-U, British str., 1,448, Downson, 4th Oct.—
Swatow 3rd Oct., General.—Butterfield
& Swire.

KUTSANG, British str., 3,109, Bradley, 1st Oct.—
Sourabaya 25th Sept., General.—Jardine
& Matheson & Co.

KWANGLEE, Chinese str., 1,467, M. H. H. H. H.,
3rd October.—Shanghai 30th September,
General.—C. M. S. S. Co.

LAERTAS, British str., 1,341, J. B. J. J. J., 1st
Oct.—Saigon 27th Sept., Meal and General.—
China.

LANSHAN, German str., 2,300, Sperling, 7th
Aug.—Saigon 2nd August, Ballast.

LOONGSANG, British str., 1,092, A. E. Sandbach,
2nd Oct.—Manila 20th Sept., General.—
Jardine, Matheson & Co.

LOONGSANG, German str., 1,029, G. Schulzen, 30th
Sept.—Bangkok 20th Sept., Rice and
Timber.—Butterfield & Swire.

LOYAL, German str., 1,542, L. L. L. L., 2nd
Oct.—Tamsai 25th Sept., Salt.—Sunder,
Wier & Co.

LUCE, VENEZ str., 551, John
Bentham, 1st October.—Kwang Coar
W. 3rd September, General.—V. P. S.

MALACCA, British str., 8,750, W. P. S.
For or, 25th Sept.—San Francisco 20th
August, Malls and General.—P. M. S. S. Co.

PONAPE, German str., 1,255, H. Marquies, 6th
Sept.—Pompe 10th Aug., General.—C. P. R. Co.

RAJAH, British str., 1,102, G. W. W. W., 1st
Oct.—Bangkok 25th Sept., Rice and
Timber.—Butterfield & Swire.

SHAOHSING, British str., 1,407, Northcombe,
2nd Oct.—Shanghai 28th Sept. and Amoy
1st Oct., General.—Butterfield & Swire.

SUEZ, British str., 1,776, T. Mitchell, 3rd
Oct.—Java 23rd Sept., Sugar.—Jardine,
Matheson & Co.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd October.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 8th October.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th October will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
11th October, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1905. [9-10]

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain Schoenfeldt, having arrived from the
above ports, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary is given before To-day.

Any Cargo impeding for discharge will be
landed into the Godowns and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th Oct. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th Oct., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 30th September, 1905. [2254]

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. s.s.
"Océan" and "Duguay" are hereby notified
in connection with above steamers are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the God-
owns of the Hongkong & Kowloon Wharf &
Godown Co., Ltd., at Kowloon, where delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before To-day, at 3 P.M. requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 9th inst., at Noon, will be sub-
ject to rent and landing charges.

All claims must be sent in to me on or before
the 9th inst., or they will not be recognised.

All damaged packages will be examined on
Monday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd October, 1905. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

